

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 99.28**WELDING INSPECTION REPORT****Resident Engineer:** Casey, William**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-026430**Date Inspected:** 27-Sep-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 1200**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2200**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC) Chanxing Island**Location:** Shanghai, China

CWI Name:	Guo Xing Hui		
Inspected CWI report:	Yes	No	N/A
Electrode to specification:	Yes	No	N/A
Qualified Welders:	Yes	No	N/A
Approved Drawings:	Yes	No	N/A

CWI Present:	Yes	No
Rod Oven in Use:	Yes	No
Weld Procedures Followed:	Yes	No
Verified Joint Fit-up:	Yes	No
Approved WPS:	Yes	No
Delayed / Cancelled:	Yes	No

Bridge No: 34-0006**Component:** Bike Path, Bike Path Hand Rail**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector, Dennis Combs, was present during the times noted above for the observations relative to the work being performed.

Bay 19

This QA Inspector observed the following work in progress for Bay 19.

ZPMC was using the Flux Cored Arc Welding(FCAW) process.

ZPMC QC is identified as Guo Xing Hui.

Welding variables recorded by QC appeared to comply with the approved Welding Procedure Specification (WPS).

Listed below are the locations that were identified by this QA inspector.

Component: Bike Path

PCMK: BK9003A2-001

Weld Number: 112, 119

Welder: 062749

WPS-B-T-2132-ESAB

Bay 16

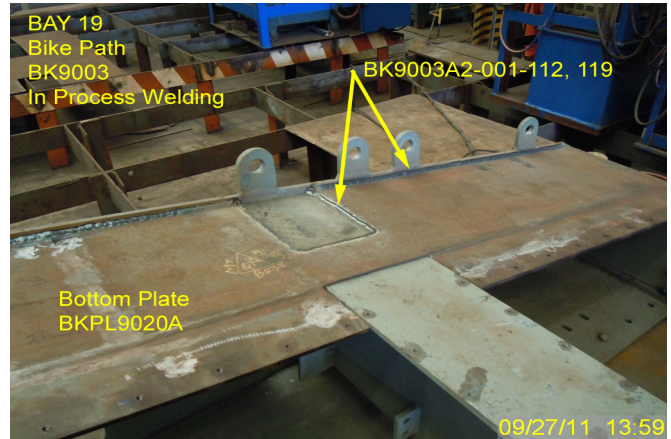
Heat straightening of Hand Rail BKR-FS-3-001, BKR-FS-3-002, BKR-FS-2-001, and BKR-FS-2-002 under

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approved Heat Straightening procedure HSR 10418. The in process temperature was observed as 250°C. The ZPMC QC was identified as Ma Qian Li. The approved HSR procedure stated that a maximum temperature of 650°C with 1-3 numbers of applications was allowed. The distortion that was previously measured and recorded on the HSR was Maximum 5 mm.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.



Summary of Conversations:

No relevant conversations.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang 150-0042-2372, who represents the Office of Structural Materials for your project.

Inspected By:	Combs,Dennis	Quality Assurance Inspector
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Reviewed By:	Riley,Ken	QA Reviewer
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